

NABOB BRAND
COFFEE
STEEL GUT VACUUM PACKED.
A blend of the highest grade
Coffee grown—especially
selected for cup quality.
\$1 per 1 lb. tin
AT
LANE CRAWFORD'S.

The China Mail.

ESTABLISHED 1845

Augt 28, 1919, Temperature 82.

Rainfall 0.16 inch.

Humidity 86.

Augt 28, 1918, Temperature 78

No. 17,553.

四拜禮 號八十一年九月九日英

HONGKONG,

THURSDAY, AUGUST 28, 1919.

日四初月七閏未己亥年入國事中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



SPARKLING MINERAL WATER.

Pyeris

(REGISTERED)

AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLENDS PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone No. 436.

YEE SANG FAT CO.

JUST ARRIVED

GENTLEMEN'S

RAIN COATS

GUARANTEED WATERPROOF

PRICES \$8.00 \$15.00 \$25.00 \$30.00 Each.

WATERPROOF BOOTS

Special \$15.00 a pair.

YEE SANG FAT CO.

Corner of Queen's Road & D'Aguilar Street.

TEL. 1355.



DONNELLY & WHYTE.
WINE MERCHANTS.

TEL. No. 626.

TO-DAY'S CABLES.

(*Reuter's Service to the China Mail.*)

SITUATION IN EUROPE.

MR. HOOVER'S VIEW OF IT.

LONDON, Aug. 25. The Times correspondent in Paris has interviewed Mr. Herbert Hoover, who reviewed the situation in Europe on the eve of relinquishing control of the Food Commission. He is returning to America for rest. He said Allied relief had just prevented a total catastrophe in Europe through famine and anarchy. He believes that the danger of Bolshevikism generally has passed. Europe had received upward of ten million tons of food from America and generous help from other sources since the armistice, but the problem of production and self-help in the war-stricken countries was still unsolved. The position probably would be difficult for another year. The new states would soon be able to import on their own account if given credit. The Allies must support those portions of Russia rescued from the Bolsheviks for at least a year. Mr. Hoover believes the withdrawal of the British from Armenia will precipitate a general massacre and destroy the relief measures there.

L.O.N. WORK.

PARIS, Aug. 24. The Council has decided to ask Rumania her intentions regarding Banat, which Serbia fears Rumania is about to seize.

The Council agreed to a recommendation by Foch to send to Germany immediately an Allied commission to control the surrender and destruction of war material. This commission should not have gone to Germany till peace was ratified. The Council decided to forbid Germany to sell air material and to demand a refund to the Allies of any sums already obtained from such sales. There have been complaints about the smuggling of numerous aeroplanes to Denmark. It was also decided to send a commissioner to Flensburg to prevent the Germans from violating the conditions for the partition of Slesvig.

SILVER.

LONDON, Aug. 26. Silver is quoted 612-89. The market is firm.

CHINESE TELEGRAMS

[Translated for the China Mail from the *Wai Fa Yat Po*.]

AMERICAN MINISTER'S SUGGESTIONS.

The American Minister (Acting) in Peking in his cable to the Senate suggests amendments of the German Peace Treaty so as to enable China to get back her rights and privileges in Tsingtao. Regarding the Shantung clause he further suggests that word "Japan" mentioned therein be replaced by "China."

NEW MINISTER TO JAPAN.

The appointment of Lau Kang Yan, the present Minister to Russia, as Minister to Japan was passed by Parliament on the 26th inst. by 2 votes against 10.

A FAREWELL DINNER TO CHIEF PEACE DELEGATE.

President Chu Sai Chong gave a farewell dinner to Mr. Wong Yap Tong, yesterday. All the Cabinet ministers were present. The President urged Mr. Wong to start for Shanghai immediately, and the latter promised to proceed south when parliament adjourns.

CHINA'S DECISION ON AUSTRIAN TREATY.

The Cabinet has cabled to the delegates at the Paris Conference instructing them not to sign the Austrian peace treaty unless the terms concerning China in the treaty are restored to their original form.

DEMOBILIZATION.

The Cabinet has decided to appoint four high officers two each from the North and South as Chief Commissioners for directing the disbandment of soldiers in the country. Tuan Chi-jui and Kan Wan-pang will be the North Commissioners and Luk Wing-ting and Mok Wing-sun will be the South. A telegram has been sent to Luk Wing-ting, consulting him upon the necessary arrangement.

RICE PROHIBITION IN HUNAN.

The Cabinet has instructed the authorities of the Human Province to prohibit the exportation of rice from the Province.

THE CANADIAN PACIFIC OCEAN SERVICES.

**COMMANDER THOMAS FISHER,
R.M., THE NEW MANAGER.**

A particularly interesting naval career lies behind Commander Thomas Fisher, who has just taken up his new appointment in London as the general manager of the Atlantic lines of the Canadian Pacific Ocean Services, Ltd. The very broad field of valuable national work in naval shipping and diplomatic circles during the war covered by Commander Fisher specially fits him for the onerous duties of directing one of the greatest passenger and mercantile fleets in the world.

Commander Fisher was born in Birmingham in 1883, and underwent his naval training at Dartmouth on the old wooden line of battleship "Britannia." He spent four years in China during the period of the Boxer Rebellion, and then having passed all his examinations with flying colours he received very rapid promotion, and at the age of twenty was made a lieutenant. He served for some years in the Mediterranean on H.M.S. "Bacchante," flying the flag of the late Admiral Sir Baldwin Walker, Bart., and later on the same ship under Admiral Sir Henry Jackson, the late First Sea Lord. After having qualified as a gunnery specialist Commander Fisher served for a short time on the staff of the Director of Target Practice. Later he joined H.M.S. "Bellophon" as gunnery officer, and when in 1912 Mr. Winston Churchill introduced staff training into the Navy, Commander Fisher was in one of the first batch of officers to take the staff course, ultimately being selected to remain on as a lecturer at the Naval College at Portsmouth. When war broke out he went to sea with Admiral Sir Alexander Bethell, the then president of the War College, as flag commander in the Reserve Fleet. He was associated here with the important work of safeguarding the passage of the Expeditionary Force to France and was present at the landing of a small force of Royal Marines at Ostend in September, 1914. With the termination of the work in the winter of 1914 he joined the Trade Division of the Naval War Staff at the Admiralty, and was there in charge of that part of the organisation set up to deal with questions relating to neutral shipping. These were the early days of the blockade, and neutral steamers were doing their best to evade the naval patrols and carry supplies to Germany via neutral ports. Commander Fisher took a prominent part in devising and carrying out the system of supervising the movements and cargoes, &c., of neutral vessels by means of control over their supplies of bunker coal at ports at home and abroad. This system, when in full working order, materially lightened the arduous task of the cruisers employed on blockade duty, because it was one of the conditions that all ships bound to or from countries adjacent to Germany should call voluntarily for examination at a British port.

Commander Fisher's services in this matter have recently been recognised by the award of a C.B.E. In 1916 he was employed as technical representative in the various negotiations for the use of neutral shipping by the Allies. This work was of vital importance to France and Italy, and indirectly to England also, in maintaining supplies during the most difficult part of the war. Incidentally, Commander Fisher gathered a valuable knowledge of the shipping interests of Europe. During the period Commander Fisher served on various Government committees dealing with commercial and shipping matters including amongst others the Coal Exports Committee, presided over by Sir Douglas Owen, and the Board of Trade Committee for the Conservation of Coal, presided over by Sir Wm. Marwood. It is not without interest that the latter committee, on a motion by Commander Fisher supported by Sir Richard Redmayne, passed a resolution which ultimately led to the introduction of the Daylight Saving Bill by the then Home Secretary, Mr. Herbert Samuel.

In the summer of 1917, soon after the United States came into the war, a liaison officer was appointed to link the British Ministry of Shipping with the United States Shipping Board. Sir Thomas Royden was first chosen for the important post, and he was followed by Commander Fisher, who filled this difficult and responsible position with marked success.

In America Commander Fisher had an opportunity of examining at first hand the shipping and transport problems of the States and Canada, and in connection with his duties he visited all the principal ports on the Atlantic seaboard including the Canadian ports of Montreal, Quebec, and Halifax.

"FOREIGN DOG!"

The Manchester Guardian says:

In the early seventeenth century any alien who landed at Dover was liable to be pursued about the streets by a mob shouting "Foreign dog!" Later on we gave up this habit, partly because foreigners did not terrify us so much as before, and partly because we knew there were always more Englishmen landing at foreign ports than foreigners landing in England, and we did not want our men who went abroad to be followed by mobs crying "English dog!" at their heels. The older spirit, the "Here's a stranger—let's have half a brick at him" spirit, seems to have completely possessed a small majority of the Standing Committee of the House of Commons on the Aliens Protection Bill. Recently it outdid all its previous excesses against the unlucky foreign equivalent of the Englishman landing in America. By a majority of fifteen to twelve it carried, against better sense of the Government, an amendment providing that no person, firm or company carrying on business in England shall employ aliens in greater proportion than 10 per cent of the total employees, except where the total number employed does not exceed ten. In these latter cases one-third of the total may be aliens.

To judge the merits of a proposal like this it is always best to suppose it applied by others ourselves. Of course, to suggest that the rule of doing as one would be done by is a precept of any moral authority would raise a hoot of derision among politicians. But, granting for the purposes of argument their working assumption that Christian morality is a back number, it is really quite useful nevertheless to try to imagine what it will be like when we get fit for tat. Before the war it was a common source of advantage for English employers and workmen to equip foreign factories with British machinery made in near Manchester and Oldham. British manufacturing engineers would send complete staffs of foremen and working engineers to install the machines. When the recent work is completed and all foreign countries have copied our enactment there will be no more of that. If Serbia or Rumania, for instance, should be blessed with a boom in the building of cotton mills, it will no doubt be carefully provided that Lancashire shall not supply more than one in ten of the engineers employed at high wages in fitting the mills. Again, if the Hallé Orchestra should visit America, the American replica of the recent masterpiece of sagacity will provide that nine-tenths of its musicians shall be turned from the door. When Lancashire troops entered Lille and Roubaix last year they found, not a little to their pride, that there was in each town a considerable English and mainly Lancashire, colony employed in the local textile industry. The statesmen who drafted the amendment carried recently would put an end to all that.

And yet we cannot quite believe that their object was to create distress and unemployment among British workmen abroad. Probably their only motive was a belief that even now there is a little popularity to be got among ignorant voters by beating the anti-alien tom-tom. Perhaps they do not even know that the number of British subjects seeking work in foreign countries is several times as great as that of foreigners seeking work here, and that for every one foreign tailor or seamstress whom they succeed in starting in England they may also starve two or three English men or women elsewhere. But if they know they do not care. Good enough for them that the smoking out of aliens was thought by expert dealers in press "stunts" to have money in it during the war, and that it was thought by expert electioneers to have votes in it last December. Granted that much, the safety of British workmen abroad, the sanctity of British treaties (only referred to in the amendment by somebody else's afterthought), and the reputation of England for international decency, all counted for nothing. With all the direct representatives of British workmen opposing the amendment, this appeal by anti-labour politicians to mob spite offers a good illustration of demagogic and of its essential difference from democracy.

Are you never annoyed by having to bang the keys so hard? Yes! and this does not happen with the **HAMMOND**. Simply turn a screw—once for each copy. Not only will each copy be legible, but on each sheet every letter will be of equal thickness. And this will happen no matter how hard or how softly you strike the keys. This is only one way in which the **HAMMOND** is superior to other makes; for further particulars apply—

BUSINESS NOTICES

J. T. SHAW.

TAILOR, HABITMAKER
AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

WHEN TYPING SEVERAL COPIES

Were you never annoyed by having to bang the keys so hard? Yes! and this does not happen with the **HAMMOND**.

Not only will each copy be legible, but on each sheet every letter will be of equal thickness.

And this will happen no matter how hard or how softly you strike the keys.

This is only one way in which the **HAMMOND** is superior to other makes; for further particulars apply—

Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

A "SPEEDY & SURE CURE FOR PRICKLY HEAT."

Our PRICKLY HEAT LOTION, prepared according to the formula of one of the present day Professors of Tropical Medicine.

Instantly Alleviates Irritation and Cures after a few applications.

THE PHARMACY, 22, Queen's Road Central. Tel. 345.

THE FAR EAST BUILDING CO.

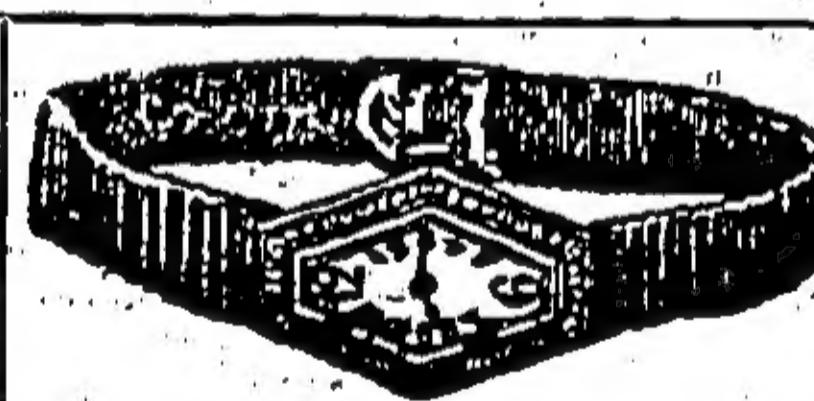
CONTRACTORS AND BUILDERS.

REINFORCED CONCRETE SPECIALISTS.

DEALERS IN BUILDING MATERIALS AND ALL SANITARY FITTINGS, ENAMEL & PORCELAIN.

EVERY DESCRIPTION OF CONSTRUCTIONAL WORK UNDERTAKEN.

OFFICE and SHOWROOM: 8 Beaconsfield Arcade, Telephone 3082. (Opposite City Hall).



WRIST WATCHES

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,

* QUEEN'S ROAD CENTRAL (Corner Flower Street).

CALDBECK, MACGREGOR & CO.

15 Queen's Road Central. (Tel. 75.)

SOLE AGENTS FOR

JOHNNIE WALKER Whisky

THE

HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Cricklewood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.

THURSDAY, AUGUST 23, 1919.

NOTICES.

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

All our Farina bear the "Booster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more protein than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTRY MANUFACTURING CO., LTD.
Head Office: No. 47 and 49 Connaught Road, Central, Hongkong; Tel. 1830 & 2230.
Principal Factory: No. 71 North Soochoo Road, Shanghai, China; Telephone 2330.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable Address: "HINGWAH."

HOTELS AND CAFES.

THE HONGKONG HOTEL, LTD.

Operating:—
THE HONGKONG HOTELThe leading Hotel in the Far East.
THE REPULSE BAY HOTELThe coming seaside resort of South China.
THE HOTEL MANSIONSThe headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with
Telephone No. 483, Catering Department.
Telephone No. 1674, Manager.

J. H. TAGGART, MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
MRS. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance. Electric Lifts, Fans and Lighting throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA".
J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).
Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine—under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE".
J. H. O'KEELEY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE CITY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 45 Bedcham. Excellent Cuisine scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietors—Launches meet Passenger Boats.
Telegraphic Address: "CARLTON". Mrs. F. E. CAMERON.

THE ALEXANDRA CAFE

OPEN TILL MIDNIGHT.

Noted for:

THE BEST TEA'S AND DINNERS.
FILLET HADDOCK.
ICES AND ICED DRINKS.
CAKES AND PASTRIES.

Dinner and Picnic Parties catered for.

A European Cafe under European Supervision.

Tel. 909. 14, D'Aguilar Street. Tel. 909.

BLUE

BIRD

ICE CREAM

PARLOUR

AND CONFECTIONERS

CHOCOLATES—
Plain over Vanilla Chocolates
Home-Made Assorted Chocolates
Harvey's Nougat and Biscuits
Chocolate "Bar" 10c per lb.
Coffeado "Bar" 10c per lb.
American Chocolates 10c per lb.
COCONUTS—
Tropical Coconuts 10c per lb.
Carambola Breakfast Coconuts 20c per lb.

TANG-YUK

Dessert

to

the late SIEU TING

14, D'Aguilar Street.

TERMS VERY MODERATE

Consultation free.

FRENCH LESSONS

G. MOUSSON,

14, Morrison Road.

C. P. LAMMERT.
AUCTIONEER, APPRAISER
AND SURVEYOR.
Public Auctions.

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club, will be held in the CLUB HOUSE, on MONDAY, the 8th September, 1919, at 5.30 p.m.

BUSINESS.—As posted in the Hall of the Club.

By Order,

E. DES VUEUX.
Secretary.

Hongkong, August 27, 1919.

PEAK CLUB.

SATURDAY NIGHT, August 30th,
at 9.15 p.m.

"THE GLOBE TROTTERS"
Concert Party.

DANCING, 11.00 p.m. to midnight.
Tickets, \$3.00 each, to be obtained
from the Hon. Secretary or the No. 1
Box.

MIXED AMERICAN TENNIS TOURNAMENT.

This will be played on Saturday afternoon next (weather permitting), commencing at 4.00 p.m.

Entrants are requested to notify the Hon. Secretary, as soon as possible, if they are unable to play.

Hongkong, August 27, 1919.

WISEMAN, LTD.

Just Arrived.

CADBURY'S
and **FRY'S**
CHOCOLATES,
also

ORANGE BLOSSOM
CANDIES.

WISEMAN, LTD.

PHONE 407.

The quality that identifies Tyco's temperature instruments stamps Taylor COMPASSES

THAT'S YOUR BUSINESS, that every instrument is the best, and the price is the lowest, because you can get it for the price.

Made in various styles. Some have numerous points; therefore, as easily read as possible. Price very reasonable.

Always ask for a Free Catalogue.

Our list of manufacturers includes Household Thermometers Industrial Thermometers Pyrometers Thermometers, Pressure and Time Regulators Hydrometers, Microscopes, Barometers, Pocket Compasses, Surveying Instruments, All Metals, Thermometers, Thermometers, Vessel Thermometers, etc.

Taylor Instrument Companies, Rochester, N.Y., U.S.A.

There's a Taylor Thermometer for Every Purpose.

For further information, address Taylor Instrument Companies, Rochester, N.Y., U.S.A.

Telephone 407.

72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
General Auctioneers
Shares, Coal and General
Products Brokers and
Commission Agents.
PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Codes used
Bentley's
A. B. C. 5th & 6th Editions.
A. I. Telegraphic Code.
Telegraphic Address
"HUGHES" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED).

SATURDAY,
August 30, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.
A small consignment of
ADULTS and CHILDREN'S
RAINCOATS.
And
A quantity of
TOILET SOAP.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 28, 1919.

(For Account of the Concerned)

SATURDAY,
August 30, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,
Several lots of
LINEN GOODS.
just arrived from Chefoo.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 21, 1919.

(For Account of the Concerned)

TUESDAY,
September 2, 1919, commencing
at 1.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
USEFUL HOUSEHOLD FURNI-
TURE, GLASS, PLATED WARE,
&c., &c.
As follows:—

Large Chesterfield Sofas, Arm-chair
(new), Folding Card and Occasional
Tables, One Upholstered Suite,
Teakwood Bedroom Furniture, com-
prising Teakwood Twin Bedsteads,
large and small Wardrobes Dressing
Tables, Washstands, &c., (fitted
Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and Glass Ware, Cooking Stoves,
Cutlery, &c., Bath Room Utensils,
Electro-Plated Ware,
Electric Reading Lamps, Teakwood
Screens, a quantity of Blackwood
Furniture, Black wood Fire Screens, &c.,
Side Tables, Chairs, Cabinets, Pictures
&c., Several Carpets new and second-
hand.

Also
Two Pianos.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned)

TUESDAY,
September 2, 1919, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—

HOUSEHOLD LINENS.—Single and
Double Plain and Embroidered Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serpentine Glass Cloths,
Bath Towels, Face Towels, &c., &c.
DRAWN WORK.—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.
EMBROIDERIES.—Bedspreads, Table
Covers, Tea Cloths, Runners 18 by 54 in.

Also
A few lots of Suit Cases and
Attache Cases.
(All new goods and small lots to suit
purchasers).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received in-
structions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),

TUESDAY.

September 2, 1919, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.

ONE LARGE BRAZILIAN
PARROT WITH BRASS
CAGE.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

At their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street,
ONE FINE TONE PIANO,
by The Orchestrelle Co., England.
(Practically New).

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

SATURDAY.

At their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street,
ONE FINE TONE PIANO.

by The Orchestrelle Co., England.

(Practically New).

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

SATURDAY.

At their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street,
Several lots of
LINEN GOODS.

just arrived from Chefoo.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 21, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 1.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

USEFUL HOUSEHOLD FURNI-
TURE, GLASS, PLATED WARE,
&c., &c.

As follows:—

Large Chesterfield Sofas, Arm-chair
(new), Folding Card and Occasional
Tables, One Upholstered Suite,
Teakwood Bedroom Furniture, com-
prising Teakwood Twin Bedsteads,
large and small Wardrobes Dressing
Tables, Washstands, &c., (fitted
Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and Glass Ware, Cooking Stoves,
Cutlery, &c., Bath Room Utensils,
Electro-Plated Ware,
Electric Reading Lamps, Teakwood
Screens, a quantity of Blackwood
Furniture, Black wood Fire Screens, &c.,
Side Tables, Chairs, Cabinets, Pictures
&c., Several Carpets new and second-
hand.

Also
Two Pianos.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—

HOUSEHOLD LINENS.—Single and
Double Plain and Embroidered Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serpentine Glass Cloths,
Bath Towels, Face Towels, &c., &c.

DRAWN WORK.—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.

EMBROIDERIES.—Bedspreads, Table
Covers, Tea Cloths, Runners 18 by 54 in.

Also
A few lots of Suit Cases and
Attache Cases.

(All new goods and small lots to suit
purchasers).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY.

September 2, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,

Ice House Street.

One 12 Bore Hammerless
English made GUN
in excellent condition with Case.

JUST RECEIVED
FRESH STOCKS OF
WATSON'S
CARBOLIC SOAPS
10% & 20%
ALSO
WATSON'S
DOG SOAP.

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY,
TEL. 16.

Wm. Powell Ltd.
TELEPHONE 346

SPECIAL SHOW
OF
AUTUMN
MILLINERY
Felt, Velvet
AND
Straw Hats.
INSPECTION INVITED.

BIRTH.

HOLLANDS.—At No. 3 Queen's Gardens, on the 27th inst., to Mr. and Mrs. H. E. Hollands, a son.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, AUGUST 28, 1919.

ESOTERIC BOLSHEVISM.

It is time you learned what Bolshevism really is. It isn't a special brand of bloodlust. That's Russianism, not Bolshevism. Bolshevism is a form of social organization. It is a crazy (because unnatural) scheme to secure good order.

You're heard of the curfew, that nightly signal for all good citizens to go to bed? That was Bolshevism.

You may have heard of the sumptuary laws—laws intended to limit the personal expenditure of the citizens of a community. The Greeks tried 'em, the Romans had 'em, and in the middle ages the Europeans had them thrust upon them. In our own new rather wiser (but still wobbling) land, the Second, Third and Fourth Edwards were allowed to stipulate how men should not spend their own money, especially on clothes. The Scots were the last to try it on, in 1621. That was Bolshevism.

You've heard of Prohibition in America? That's Bolshevism.

You've heard of persecutions in the name of religion. They were all Bolshevistic.

You've heard of the intolerable police regulations in Germany, and of all their "verboten" methods of making life fit one pattern. That was Bolshevism.

You've heard of D.O.R.A. She was largely (but not altogether) a Bolshevistic lady.

You've heard of our Pass Office—a war department kept on in peace in order to save us from the presence of too many tax-combers. It is an absolutely Bolshevistic institution, as far as we understand the spirit of Bolshevism, as a device to make us and keep us good and pure by act of administration.

The attempt a little while ago (in the interests of vehicular traffic) to drive all pedestrians off our highways was Bolshevism.

Any administrative order or regulation which infringes the time-honoured personal liberties and rights of a free-born Briton, made in the spirit of an order to children by a tyrannical nursery governess, is Bolshevism.

An order which says that A (car-owner) may drive out to enjoy the

moonlight but that B (car hirer) may not, strikes us as particularly Bolshevik, Gilbertian Bolshevik. But we are now collecting public opinion about that, and will speak of it later, under the heading of "Curfew in Hongkong."

This, roughly, is what Bolshevism tries to do, namely, to make everybody look, think, and behave alike. It will "say when" presently, and limit our doses of whisky or beer; it will tell us what time to go home and put the lights out, how to spend our Sundays, what colour our bootlaces must be, and so on.

Bolshevism, in short, is Mrs. Grundy given a bureaucratic status. And that is all that Bolshevism is, only that and nothing more. What did you think it was? It is rather comical, really, the way our defencive Bolshevism abroad tolerate it at home. For us, regard you well, Bolshevism (the first hint of it) makes our blood to boil.

FIRST CLASS.

From an obituary reference to the late Sir John Brunner, published in a Home paper, we extract the following curious remark:

"He began his commercial career in an office at Liverpool, and afterwards went to Widnes. He used to say that he had made it a habit, when he was a very poor man, married on a young clerk's salary, to travel regularly to the First-class, with the result that he mixed with the leaders of business and learnt their views and ideas.

It reminds us of remarks made to us years ago by a Shanghai man who, over forty years in the Far East, has had his ups and downs. He declared that no matter how hard up he was, he made a point of arriving "First class" at any port he was bound for. He said it made a difference, and helped professionally. If he were going from London to Shanghai and couldn't afford first class all the way, he would tranship at Hongkong and thence proceed by first class. There may be something in it, but we doubt it. There are men who might arrive on their own yachts whom we would not employ, while one of our best men has frequently travelled steerage. So far as Sir John Brunner's claim goes, with regard to travel in English railway trains, we are emphatically against the theory that he gained by it. If a stranger speaks to you at all in a first-class compartment at home, which he is always visibly reluctant to do (unless a colonial or American) he certainly will not say anything from which you could derive advantage. You may learn that the weather is rotten, that the country looks well, and that it is high time Parliament did more work, and less talking, but you will learn nothing to help you in your business. In third

class carriages they are distinctly more affable, though (to an ambitious young business man) not any more instructive. The only way in which Sir John Brunner's boast could have been explained would have been for him to watch the passengers getting in, to choose a compartment containing two men important in the line of business in which he was interested. Then by pretending to read his paper he might eavesdrop and pick up a wrinkle or two. But as that would have been dishonest, he would not be likely to boast of it afterwards.

A vain self-consciousness is at the bottom of most of this line of talk. They imagine that everybody is observing them, whereas they don't exist until they shove themselves forward. In Hongkong, where we have enough snobs to make the thing worth studying, we have never observed any curiosity as to the style in which a griffin may choose to arrive. They will ask him where he is stopping, and that seems to make a difference in their regard sometimes. If he were to say he was residing in a flat at Wan Chai, over a samshu shop, it might interfere with his success in business; though we think a smart man would still win through by letting the samshu alone.

class carriages they are distinctly more affable, though (to an ambitious young business man) not any more instructive. The only way in which Sir John Brunner's boast could have been explained would have been for him to watch the passengers getting in, to choose a compartment containing two men important in the line of business in which he was interested. Then by pretending to read his paper he might eavesdrop and pick up a wrinkle or two. But as that would have been dishonest, he would not be likely to boast of it afterwards.

A vain self-consciousness is at the bottom of most of this line of talk. They imagine that everybody is observing them, whereas they don't exist until they shove themselves forward. In Hongkong, where we have enough snobs to make the thing worth studying, we have never observed any curiosity as to the style in which a griffin may choose to arrive. They will ask him where he is stopping, and that seems to make a difference in their regard sometimes. If he were to say he was residing in a flat at Wan Chai, over a samshu shop, it might interfere with his success in business; though we think a smart man would still win through by letting the samshu alone.

The s.s. "Kwaisang" (Capt. Grant) cleared for Haiphong at 7 a.m. with 1,000 tons of general cargo.

The s.s. "Shiano Maru" (Capt. Tanigawa) cleared for Kelung at 6 a.m. with general cargo.

The s.s. "Mogami Maru" (Capt. Yoto) cleared for Takao at 6 p.m. yesterday with 300 tons of general cargo.

The s.s. "Diva" (Capt. Toblassen) arrived from Bangkok yesterday with 1,200 tons of general cargo and 1 bag of mails.

The s.s. "Kwongse" (Captain McDonald) which arrived from Canton at 6.30 this morning brought 150 tons of general cargo.

The s.s. "Taikoo Wan Yi" (Captain Ainslie) arrived from Blyth via Java at noon yesterday with 3,970 tons of sugar for Hongkong.

The s.s. "Liangchow" (Captain Hooper) which arrived from Bangkok at 12.30 p.m. yesterday brought 1,495 tons of general cargo and 12 bags of mails.

The marriage took place on July 17 at St. James', Spanish Place, of Major Dashwood to Edmee de la Pasquere. Sir Hugh Clifford gave the bride away.

The s.s. "Namkam" (Capt. Thirlwall) which arrived from Pahok at 6 a.m. to-day brought 400 tons of cement 330 pigs and 100 tons of general cargo. She also brought 3 bags of mails.

The first oranges to arrive in England from South Africa who were wanted by the Canton authorities for committing a murder in Siu Ting Village, in 1916 went on the Kenilworth Castle. There was little freight available, but half a million oranges and grape fruit, as well as a few pineapples and tangerines, were carried.

The three men are at present in Victoria Jail awaiting instructions from the Canton Authorities.

The Vice-Chancellor of Cambridge, in a newly published diary of an American tour in 1918, tells of a negro soldier in a Southern camp who had no pass out, and who was threatened with death by the sentry if he persisted. "See the hyah, boss," he said. "Et ain't no use fer yer gwine ter try ter hold me. I hev a ma in Hebban, an' a pa in Hell, an' a sister in Memphis, and I be done sure gwine ter see one of them ter night."

It was sugar that helped Mille Suzanne Lenglen to overcome the exhaustion of the last set that won the championship for her recently. She had two or three lumps of sugar thrown to her by her anxious parents, and they helped to turn the scales in her favour. Everyone was amused at the fervid embrace of congratulation which E. Decugis, who had been acting as a linesman, gave to his victorious compatriot after the match.

The new hotel to be erected opposite the Race Course by The Shanghai Hotel Company, Ltd., will be of ten storeys. The plans call for 500 rooms, a gymnasium, ball room, dining and grill rooms, theatre, turkish baths and other conveniences of American hotels and are so drafted that accommodations may be doubled. Taels 1,500,000 has been appropriated for the building. The site cost Taels 385,000. An experienced hotel man from New York will be manager. The directors have gone so far with the arrangements as to announce that the new hotel will be conducted under both American and European plans.

Here is a sensational story of a German submarine which did not get into the papers!—Somewhere in the North Sea a U boat suddenly bobbed up under the bows of a cruiser, and signified that it desired to surrender.

"We know that game," said the cruiser; "we're going to blow you to bits in a minute." "Don't do that," signalled the submarine. "It's quite square. We want badly to surrender."

"Send off your officers then in a boat." "We can't." "Why not?" "Come and see." After much parley the cruiser sent off a boat. In the cabin of the submarine they found the officers laid out neatly in a row with their throats cut. The crew had mutinied.

The black and white riots at Chicago and elsewhere remind one that the negro problem is the most difficult problem in the world. It started when "Uncle Tom's Cabin" went to press, and nobody has dared face it since. More than twenty years ago the inimitable Mr. Dooley laid bare its difficulties in conversation with Mr. Hennessy. "What's goin' to happen to the naygur?" asked the latter. "Well," said Mr. Dooley, "he'll aither have to go to the North an' be a subject race, or stay in the South an' be an object lesson." "Is a har' rd time he'll have anyhow." "If I was a black man I'd choose the cotton belt in preference to the 'belf' on the 'icks' from the polisman's club, I wud so."

The case was remanded for a week.

CANTON HARBOUR NOTIFICATION.

The former Call Flag (F) flown by vessels with mail for the Chinese Post Office has been changed for the Special mail flag of the following description:—A rectangular white flag having the Chinese ensign in the upper corner nearest to the mast, with the character and the word "Postes" underneath; in the field a Wild Goose in flight.

LOCAL AND GENERAL.

To-day's dollar is worth 4.316d.

The s.s. "Kaifong" (Capt. Palmer) cleared for Haiphong at 7 a.m. with 180 tons of general cargo.

The s.s. "Kwaisang" (Capt. Grant) cleared for Kobe at 6 p.m. with 1,000 tons of general cargo.

The s.s. "Shiano Maru" (Capt. Tanigawa) cleared for Kelung at 6 a.m. with general cargo.

The s.s. "Mogami Maru" (Capt. Yoto) cleared for Takao at 6 p.m. yesterday with 300 tons of general cargo.

The s.s. "Diva" (Capt. Toblassen) arrived from Bangkok yesterday with 1,200 tons of general cargo and 1 bag of mails.

The s.s. "Kwongse" (Captain McDonald) which arrived from Canton at 6.30 this morning brought 150 tons of general cargo.

The s.s. "Taikoo Wan Yi" (Captain Ainslie) arrived from Blyth via Java at noon yesterday with 3,970 tons of sugar for Hongkong.

The s.s. "Liangchow" (Captain Hooper) which arrived from Bangkok at 12.30 p.m. yesterday brought 1,495 tons of general cargo and 12 bags of mails.

The marriage took place on July 17 at St. James', Spanish Place, of Major Dashwood to Edmee de la Pasquere. Sir Hugh Clifford gave the bride away.

The s.s. "Namkam" (Capt. Thirlwall) which arrived from Pahok at 6 a.m. to-day brought 400 tons of cement 330 pigs and 100 tons of general cargo. She also brought 3 bags of mails.

The first oranges to arrive in England from South Africa who were wanted by the Canton authorities for committing a murder in Siu Ting Village, in 1916 went on the Kenilworth Castle. There was little freight available, but half a million oranges and grape fruit, as well as a few pineapples and tangerines, were carried.

The three men are at present in Victoria Jail awaiting instructions from the Canton Authorities.

The Vice-Chancellor of Cambridge, in a newly published diary of an American tour in 1918, tells of a negro soldier in a Southern camp who had no pass out, and who was threatened with death by the sentry if he persisted. "See the hyah, boss," he said. "Et ain't no use fer yer gwine ter try ter hold me. I hev a ma in Hebban, an' a pa in Hell, an' a sister in Memphis, and I be done sure gwine ter see one of them ter night."

It was sugar that helped Mille Suzanne Lenglen to overcome the exhaustion of the last set that won the championship for her recently. She had two or three lumps of sugar thrown to her by her anxious parents, and they helped to turn the scales in her favour. Everyone was amused at the fervid embrace of congratulation which E. Decugis, who had been acting as a linesman, gave to his victorious compatriot after the match.

The new hotel to be erected opposite the Race Course by The Shanghai Hotel Company, Ltd., will be of ten storeys. The plans call for 500 rooms, a gymnasium, ball room, dining and grill rooms, theatre, turkish baths and other conveniences of American hotels and are so drafted that accommodations may be doubled. Taels 1,500,000 has been appropriated for the building. The site cost Taels 385,000. An experienced hotel man from New York will be manager. The directors have gone so far with the arrangements as to announce that the new hotel will be conducted under both American and European plans.

Here is a sensational story of a German submarine which did not get into the papers!—Somewhere in the North Sea a U boat suddenly bobbed up under the bows of a cruiser, and signified that it desired to surrender.

"We know that game," said the cruiser; "we're going to blow you to bits in a minute." "Don't do that," signalled the submarine. "It's quite square. We want badly to surrender."

"Send off your officers then in a boat." "We can't." "Why not?" "Come and see." After much parley the cruiser sent off a boat. In the cabin of the submarine they found the officers laid out neatly in a row with their throats cut. The crew had mutinied.

The black and white riots at Chicago and elsewhere remind one that the negro problem is the most difficult problem in the world. It started when "Uncle Tom's Cabin" went to press, and nobody has dared face it since. More than twenty years ago the inimitable Mr. Dooley laid bare its difficulties in conversation with Mr. Hennessy. "What's goin' to happen to the naygur?" asked the latter. "Well," said Mr. Dooley, "he'll aither have to go to the North an' be a subject race, or stay in the South an' be an object lesson."

Treasure hunters at Tobermory who are searching for one of the galleons belonging to the Spanish armada, have reported that they have located part of a wrecked vessel, and brought up a small section of its deck and some copper plates.

The famous picture of Mrs. Siddons as "The Tragic Muse," by Reynolds, came up for sale at Christie's at the instance of the Duke of Westminster. For many years it had been

at Grosvenor House, having been purchased in 1823 by Earl Grosvenor for £1,837, a sum which would now purchase very little in the art market.

Bidding started at 5,000 guineas, and then went on by increasing thousands to 37,000 guineas. Then there was a momentary lull before further offers were made, and the bidding again proceeded by 1,000-guinea additions until 52,000 guineas was reached. At this figure the bidding ceased, the purchaser being Mr. Marshall.

ADVISING A CHINESE.

First Chinese: He very good broker. Every day I go ask him what thing good. He talkie my I make money.

Second Chinese: What thing last time he talkie?

First Chinese: He talkie my Thingmen, Ltd.

Second Chinese: But they drop.

First Chinese: True. That why I say die good friend always win on his advice. I buy 50 Thingmen, Ltd. but I sell 500.

The application was granted.

STEALING A BICYCLE.**A TANGLED WEB.**

Mr. Leo d'Almada, Junior, left his bicycle in the front garden of his house and went inside for dinner. A Chinese saw the cycle and took it to the China Light and Power Company's offices. An Indian watchman, being suspicious, asked him to whom the cycle belonged. The man replied: "It is your manager's." At 5 p.m. the same afternoon another boy, a messenger in the works took the bicycle away. On the way he met Mr. Almada and a policeman searching for the cycle. The boy was questioned and he said a chair coolie asked him to take the cycle. The Police were up against a mystery, but this did not hamper their investigations. Oh, No, they arrested the boy, who pointed out another man. This man said that a fourth man told him to take the cycle and sell it and divide the proceeds. He pointed out the fourth man. The Police were fabberasted and took the four before Mr. R. E. Lindell. The messenger boy told his tale. He was acting under orders to take a dog to his manager's house and the cycle to the manager's chair-coolie's house. The man who originally took the cycle, blamed the man who invited him to take it. The man who invited him to take it blamed the coolie. Mr. Lindell discharged the coolie.

The s.s. "K

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber at noon to-day. There were present:—

The Hon. Mr. Claude SEVERN, C.M.G., (Officer Administering the Government).

H.E. Major-General F. VERNON, C.B. (General Officer Commanding the Troops).

The Hon. Mr. A. G. M. Fletcher (Colonial Secretary).

The Hon. Mr. H. E. POLLOCK, K.C. (Attorney-General).

The Hon. Mr. C. McLESTER, O.B.E. (Colonial Treasurer).

The Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

The Hon. Mr. E. R. HALLIAN, O.B.E. (Secretary for Chinese Affairs).

The Hon. Mr. E. D. C. WOLFE (Captain Superintendent of Police).

The Hon. Mr. C. G. ALBASTER, O.B.E.

The Hon. Mr. E. V. DE PARY.

The Hon. Mr. S. H. DODWELL.

The Hon. Mr. HO FOOK.

The Hon. Mr. LAU CHU-PAK.

After the minutes of the previous meeting had been confirmed and passed, the Report of the Secretary for Chinese Affairs for 1918; the Medical and Sanitary Reports for 1918; the Report on the G.P.O. for 1918 and the Report of the Proceedings of the Finance Committee of July 17 were laid on the table.

His Excellency said: "It will be remembered that when this Colony received news that H.E. Sir Reginald Stubbs was made a Knight Companion of the Most Distinguished Order of St. Michael and St. George, this Council sent His Excellency a telegram congratulating him and also Lady Stubbs who was made a Companion of the Order of the British Empire. I have since received the following letter from Sir Reginald:—

"I am very pleased to receive your message of congratulation from the Hongkong Legislative Council. My wife and I beg to thank the Council for the message and to say how much we appreciate the spirit which prompted the message."

The Hon. the Colonial Secretary moved the following resolution under section 170 of the Public Health and Buildings Ordinance, 1908:—

Whereas application has been duly made by the Sanitary Board to the Governor under section 167 of the Public Health and Buildings Ordinance, 1908, for the erection of a Public Latrine and Urinals under the steps in Duddell Street;

And whereas such application having been duly approved by the Governor and notification of the intention to erect a Public Latrine and Urinals at such site having been duly published in three successive numbers of the *Gazette*, certain owners and occupiers of property in the vicinity have objected to such erection:

And whereas such objections have been duly considered:

It is hereby resolved by this Council that the above mentioned site and the erection thereof of a Public Latrine and Urinals be and the same are hereby approved.

He said that as the Hon. members will note, "the resolution was duly proposed and had been three times published in the *Gazette*. Objections have been made by certain owners and occupiers in the vicinity to the scheme. Principal amongst those objections were those from the Carlton Hotel and Messrs. W. G. Humphreys & Co. With regard to those objections, the main reason given was that a public latrine already exists in the open lane at the back of the Carlton Hotel for the use of coolies working in the vicinity. Those objections were referred back to the Sanitary Board who originally proposed the scheme and the Board replied that the latrine now in existence was primitive in construction and very offensive and unhealthy. The necessity to do away with the present latrine, in the interest of Public Health, is great as pointed out by the Sanitary Board and he had much pleasure in proposing the adoption of the resolution."

The Attorney-General seconded and the motion was carried unanimously.

The Hon. Mr. C. G. Albaster, O.B.E., then asked the following questions of which notice had been given:—

QUESTIONS.

1. In order to lessen the loss of life in typhoons and to obviate as far as possible the exploitation of poor sunpu people by the excessive launch towage charges, will the Government arrange with the owners of powerful tugs and launches to render gratuitous towage service to sunpu and other craft in difficulties whenever the black signals are hoisted during a flood tide?

2. Does the Observatory take into consideration the state of the tide in calculating the period of warning they give in the case of approaching typhoons? If not will they give longer warning on a flood tide than on an ebb tide?

3. When will telephonic communication with Cheung Chau be restored?

4. Can the Government give any information with reference to the suggested establishment of a Chinese Government aerodrome in Hongkong, mentioned in the *North China Daily News*?

News of the 16th August and the *Hongkong Daily Press* of the 25th August?

The Colonial Secretary replied as follows:—

ANSWERS.

1. The question will be referred to the Chamber of Commerce. It has been considered on former occasions in connection with the loss of life in typhoons. Launch owners will not as a rule risk their vessels at sea in typhoon weather unless with the prospect of substantial remuneration and it is hardly practicable to resort to any form of compensation as the longer a vessel is out of shelter, the greater is the risk to itself, and the more difficult it finds it eventually to enter the typhoon shelter which lies in the meantime been rapidly filling up. The powerful tugs are owned by concerns having under their charge valuable property for the protection of which the tugs are necessary in typhoon weather.

2. The Observatory does not take into account the state of the tide in deciding when to hoist storm signals. As explained in the Local Storm Signal Code the Observatory endeavours to give 24 hours (or two tides) notice of a possible gale. As soon as it becomes tolerably certain that a gale will occur a black signal (or its equivalent signal at night) is hoisted.

3. It is hoped to restore Telephonic Communication with Cheung Chau before the end of this week, provided that the weather conditions will permit. The fault has been located and in the cable laid by the Military Authorities, about 700 yards from the shore of the mainland side of the crossing to hau-tao. This cable is an old one. The permanent cable which is on order has not yet been delivered. Until this new cable is laid Telephonic Communication will be liable to interruption.

4. The Government has no information regarding this. Any Aerodrome which may be established in Hongkong will presumably be controlled either by His Majesty's Government or by this Government.

The Hon. Mr. Pollock then proposed the first reading of a Bill intituled an Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto.

The Colonial Secretary seconded the motion which was carried unanimously.

The Attorney-General proposed the second reading of a Bill intituled an Ordinance to provide that no person shall reside within the southern portion of the Island of Cheung Chau otherwise known as Dumb-bell Island without the consent of the Governor in Council, which consent would include the family and employees and guests of the applicant for permission to reside.

He said that the objects and reasons of the Bill is to provide that the Bill was read a first time.

The Hon. Mr. Fletcher proposed the first reading of a Bill intituled an Ordinance for the acquisition and disposal of rice by the Hongkong Government, and for validating acts previously done.

In proposing the Bill he said that it is proposed to make provisions for the efficient working of a Government scheme in rice sales. The ordinance is to give specific authority to the Government to use certain power whether in peace or war to requisition rice. The Government at present has no power of control of export of rice except in the New Territories where export is not permitted unless a licence is obtained.

It is not proposed to legislate the small islands in the vicinity as the crop they grow is insufficient for their own consumption.

It is the intention of the Government that the New Territories should be self-supporting and it is therefore proposed to purchase whatever surplus they may have and use for sale in Hongkong. The Government has already bought some 7,500 piculs of rice.

There is, said Mr. Fletcher, a tendency to blame the Government for the recent scarcity but it must be borne in mind that export of rice is necessary considering the number of ships coming and leaving daily.

They all require provisions for their crews.

If export is prohibited the ships will keep away and imports will cease.

The situation is improving generally and we are now in communication with all the producing centres.

The Government now holds a stock purchased partly from Saigon, partly locally and partly requisitions.

The Government wishes to take this opportunity to express its gratitude to the Kwongtung Relief Association and the Military Government for allowing supplies to come from Canton.

More shipments are expected daily and the Government hope soon to be able to place on the market a certain grade of rice at \$11.11 per picul at to-day's rate of exchange.

Prices may continue to rise of course and in that case the Government will either have to raise its own price or sell at a loss and raise taxation.

The Government is also grateful to the employers for the assistance they have rendered towards the high cost of rice; the Refuge Committee for organising the *congee* stalls which are successfully catering for the poorer classes and to the Hongkong and Shanghai Bank for financing the Government purchases.

Hon. Mr. Pollock seconded and the Bill was read a first time.

The Attorney-General then proposed the first reading of a Bill intituled an Ordinance to prohibit former Enemy Aliens from being within the Colony without a permit.

He said that the Bill was prepared at short notice and he would propose that it be passed through all its readings as it was urgent.

He was grateful to the Hon. member representing the Justices for the assistance rendered by him in the formation of the Bill. This Bill which forms part of H.M.'s Government's plans, at Home, will be felt sure to be accepted here.

Clause 3 of the Bill enacts

that a former Alien enemy subject shall not come to, or live in Hongkong for however short a period without a permit from the Colonial Secretary. Clause 4 provides for penalty and persons committing a breach of clause 3 of the Bill is liable to a fine not exceeding \$500 or to a term of imprisonment not exceeding one year.

The Colonial Secretary seconded and the Bill was read a first time.

His Excellency said that the matter was one of great urgency, he was convinced that such urgency does exist and he therefore had no objection to the Bill being put through all its stages.

Mr. Pollock then asked that the standing rules be suspended to enable the Bill to be read a second time.

The Hon. members having no objection, the Bill was read a second time.

Mr. Pollock then moved that the Bill be taken into committee and reconsidered clause by clause.

The Colonial Secretary seconded.

Mr. Parr asked in connexion with Clause 5 if the matter will come up for discussion again after three years.

His Excellency replied that he could not say what would be the policy of the Government after that period.

Coming out of committee the Bill was read a third time and passed.

In proposing the second reading of a Bill intituled an Ordinance to authorize the Appropriation of a Supplementary Sum of Five million four hundred and sixty-six thousand three hundred and twenty-seven dollars and thirty-three cents to defray the Charges of the year 1918, the Colonial Secretary said that in accordance to usual customs he would propose that the Bill be referred to the Finance Committee and would make no remarks.

The Colonial Treasurer seconded the motion which was carried unanimously.

The Attorney-General proposed the second reading of a Bill intituled an Ordinance to provide that no person shall reside within the southern portion of the Island of Cheung Chau otherwise known as Dumb-bell Island without the consent of the Governor in Council.

He said that the objects and reasons of the Bill is to provide that the Bill was read a first time.

The Hon. Mr. Fletcher proposed the first reading of a Bill intituled an Ordinance for the acquisition and disposal of rice by the Hongkong Government, and for validating acts previously done.

In proposing the Bill he said that it is proposed to make provisions for the efficient working of a Government scheme in rice sales.

The ordinance is to give specific authority to the Government to use certain power whether in peace or war to requisition rice.

The Government at present has no power of control of export of rice except in the New Territories where export is not permitted unless a licence is obtained.

It is not proposed to legislate the small islands in the vicinity as the crop they grow is insufficient for their own consumption.

It is the intention of the Government that the New Territories should be self-supporting and it is therefore proposed to purchase whatever surplus they may have and use for sale in Hongkong.

The Government has already bought some 7,500 piculs of rice.

There is, said Mr. Fletcher, a tendency to blame the Government for the recent scarcity but it must be borne in mind that export of rice is necessary considering the number of ships coming and leaving daily.

They all require provisions for their crews.

If export is prohibited the ships will keep away and imports will cease.

The situation is improving generally and we are now in communication with all the producing centres.

The Government now holds a stock purchased partly from Saigon, partly locally and partly requisitions.

The Government wishes to take this opportunity to express its gratitude to the Kwongtung Relief Association and the Military Government for allowing supplies to come from Canton.

More shipments are expected daily and the Government hope soon to be able to place on the market a certain grade of rice at \$11.11 per picul at to-day's rate of exchange.

Prices may continue to rise of course and in that case the Government will either have to raise its own price or sell at a loss and raise taxation.

The Government is also grateful to the employers for the assistance they have rendered towards the high cost of rice; the Refuge Committee for organising the *congee* stalls which are successfully catering for the poorer classes and to the Hongkong and Shanghai Bank for financing the Government purchases.

Hon. Mr. Pollock seconded and the Bill was read a first time.

The Attorney-General then proposed the first reading of a Bill intituled an Ordinance to prohibit former Enemy Aliens from being within the Colony without a permit.

He said that the Bill was prepared at short notice and he would propose that it be passed through all its readings as it was urgent.

He was grateful to the Hon. member representing the Justices for the assistance rendered by him in the formation of the Bill. This Bill which forms part of H.M.'s Government's plans, at Home, will be felt sure to be accepted here.

Clause 3 of the Bill enacts

DANGEROUS GASES IN SHIPS' HOLD.

WARNING TO SHIPMASTERS.

The following notices to shipowners and shipmasters in regard to the question of the danger to crews through gases used in fumigating ships' holds has just been issued by the Marine Department of the Board of Trade:—

The attention of the Board of Trade has been called to several cases which have recently occurred in which members of the crews of vessels have lost their lives through inhaling the fumes of poisonous gases used in fumigating the holds of ships.

The Board understand that in United States ports the gas most frequently used for this purpose is hydrocyanic acid gas. It is the practice of the United States authorities to take special precautions to aerate the holds of vessels by means of ventilating fans in order to prevent accidents, and they have also, it is understood, issued stringent rules requiring that after fumigation the Public Health Officer on duty must himself inspect the holds before any of the crew are allowed to enter them.

Mastars and owners of ships are warned of the serious danger to life which may arise through allowing persons to enter holds or other places in which this or any other poisonous gas may have been used for fumigation, before the fumes have been completely dispersed.

In United States ports they should see that the rules mentioned above are complied with before any of the crew are allowed to enter the holds.

As an additional precaution it should be the practice to keep the hatches off, and to let down wind sails for some time in order to circulate the air and thoroughly disperse the gases.

MASTERS AND OWNERS OF SHIPS.

It is officially announced that as

from April 8, 1919, ex-service men,

wives, officers and men of the Royal Navy, the British army (excluding Dominion and colonial forces) or the Royal Air Force, who have served in the present war and

who wish to settle within the Empire overseas, may obtain free third class

passages at the lowest Government

rate for themselves and their dependents to the nearest convenient port to their destination, provided that they are approved under one of the agricultural settlement schemes of the overseas Governments or are going to assured employment, and are otherwise acceptable to the Government of the territory to which they desire to go. This privilege will also be extended to the widows and dependents of ex-service men as defined above, provided that they are entitled to draw pension from imperial funds under the terms of the pension warrant.

Free passages on the same conditions will be granted to ex-service women who enrolled for whole-time service for not less than six months in a corps under the direction of a British Government Department.

The grant of free passages will include the grant of a third class railway warrant from the place of residence to the port of embarkation.

Although pensioners and reservists are eligible for a free passage under the above conditions, their applications cannot be granted until they have been referred to the Navy, Army, or Air Force authorities for the grant of permission to proceed abroad as required by the regulations.

It is pointed out that passages can only be obtained as space becomes available in the ordinary course, but this will not involve any delay in dealing with applications, and applicants, as soon as they have been accepted, will be furnished with a voucher, which they may exchange for a passage ticket without payment through the usual channels.

It

SHIPPING

**P. & O.-BRITISH INDIA
& APOLLINE LINES**

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON,
via STRAITS, COLOMBO and PORT SAID.

| | | | |
|----------|--------------------------------|-------------------------------|------------------------------|
| S.S. | Leave Hongkong about | Due Marseilles about | Due London about |
| "MAGOYA" | 10th September 23rd October | 13th October 28th November | 24th October 4th December |

FOR BOMBAY via STRAITS AND COLOMBO.

due Bombay about

| | | |
|----------|---------------|----------------|
| "DUNERA" | 7th September | 26th September |
|----------|---------------|----------------|

FOR CALCUTTA via STRAITS AND RANGOON.

| | | |
|---------------------|-----------|-------------------------|
| "JARRATON APOLLINE" | 2nd Sept. | Due Calcutta 25th Sept. |
|---------------------|-----------|-------------------------|

FOR SHANGHAI, KOBE AND YOKOHAMA.

| | | |
|--|--|--|
| | | |
|--|--|--|

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to:
MACKINNON, MACKENZIE & CO.,
11, Des Voeux Road Central, HONGKONG.
Agents.

**OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).**

FOR NEW YORK.

"WEST WIND" via SUEZ on or about 17th Sept.
"LOWTHER CASTLE" via PANAMA on or about 22nd Oct.
For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
& APOLLINE

Sailings from Hongkong.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

**THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)**

Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

FOR JAVA PORTS.

FOR JAPAN PORTS,
BOENO MARU on 28th Aug.
HOKUTO MARU on 9th Sept.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.

**OSAKA SHOSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON & ANTWERP Monthly direct service via Singapore and Port Said.
ALTAL MARU Monday, 1st September.
ALASKA MARU Saturday, 10th September.

SEINOU & BOMBAY Monthly service, taking cargo on through Bills of Lading with transhipment to Bombay by Company's steamer.

SUNGKO, ALICE, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.

TACOMA MARU Wednesday, 10th September.

BOMBAY, COLOMBO Regular fortnightly service via Singapore.

BURMA MARU Wednesday, 10th September.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

SHIREN MARU Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, NZ. and ADELAIDE.

LUZON MARU Beginning of October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St Paul Railroads.

CANADA MARU Monday, 1st September.

JAPAN PORTS—

KEELUNG, TAKAO via SWATOW, AMOY

These steamers have excellent accommodation for 1st and 2nd class Passengers and will arrive and depart from the O.S.K. Wharf near the Harbour Office.

FOR TAKAO via SWATOW and AMOY.

SOSHU MARU Thursday, 28th August, at 8 a.m.

FOR KEELUNG via SWATOW and AMOY.

AMAKUSA MARU Sunday, 31st August, at 10 a.m.

For calling dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

| Steamer. | Arrived Hongkong from Australia. | Leaves Hongkong for Australia. |
|----------|----------------------------------|--------------------------------|
| "TAIWAN" | August 24 | August 29, at 3 p.m. |

These steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and American ports.

For Freight or Passage apply to

BUTTERFIELD & SWINE, Agents.

Telephone No. 26.

Hongkong, August 11, 1919.

SHIPPING

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO HONGKONG |
|---------------------------|-----------|---------------------|
| SHANGHAI & TSINGTAO | KWANGSI | Aug. 29, Daylight. |
| CHFOO & NEUCHHWANG | KASHING | Aug. 29, at Noon. |
| SHANGHAI | FOOCHOW | Aug. 29, at 3 p.m. |
| SHANGHAI | SUTANG | Sept. 1, Daylight. |
| HIOHOW, PAKHOU & HAIPHONG | KATONG | Sept. 1, at 10 a.m. |
| SWATOW & BANGKOK | LIANGCHOW | Sept. 2, at 11 a.m. |
| SHANGHAI & TSINGTAO | CHINAN | Sept. 3, Daylight. |

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent
Saloon accommodation, amidships; Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai,
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to
all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWINE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SWATOW |
|---------------------|------------|------------------------------|
| STRATS & CALCUTTA | FOOKSANG | FRIDAY, Aug. 29, at 3 p.m. |
| MANILA | YUENHSANG | FRIDAY, Aug. 29, at 3 p.m. |
| KOBE | HOPHSANG | SATURDAY, Aug. 30, Daylight. |
| SHANGHAI via SWATOW | CHHOYSANG | SUNDAY, Aug. 31, Daylight. |
| STRATS & CALCUTTA | HANGHSANG | TUESDAY, Sept. 2, Daylight. |
| MANILA | LOONGHSANG | FRIDAY, Sept. 5, at 8 p.m. |
| | CHIPSINGH | SATURDAY, Sept. 6, Daylight. |

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta via Suez and Port Said.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All passenger accommodation, fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—One weekly service is provided with Manila by vessels with good passenger accommodation from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hong Kong when required.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers, leaving the Colony for Sandakan on the 1st of each Month.

TIENTHIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Whampoa and Chusan.

Under British Government Passport Regulations. All European Passengers, leaving the Colony for Strait Settlements, are required to produce on Arrival at destination passports with their photographs.

For Freight or Passage, apply to THE GENERAL MANAGERS

JARDINE, MATHESON & Co., Ltd.

TELEGRAMS 2477 & 2478.

THE ADMIRAL LINE,
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

| | |
|-------------------|---------------------|
| "EDMORE" | About September 2. |
| "WESTERN KNIGHT" | About September 4. |
| "CITY OF SPOKANE" | About September 22. |
| "SEATTLE SPIRIT" | About October 24. |

FOR PORTLAND direct.

| | |
|---------------|--------------------|
| "COAXET" | About October 5. |
| "WABAN" | About October 11. |
| "WEST MUNIAM" | About November 16. |

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone Nos. 2477 & 2478.

With Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

PACIFIC MAIL & CARGO.

SAILINGS FROM HONGKONG FOR SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,000 tons)

NOVEMBER 1st, 1919. OCTOBER 1st, 1919. SEPTEMBER 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street, Tel. 1834.

CHINA MAIL S.S. CO., LTD.

PASSENGER & FREIGHT.

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,000 tons)

NOVEMBER 1st, 1919.

THURSDAY, AUGUST 28, 1919.

THE CHINA MAIL.

SHIPPING

**P. & O.-BRITISH INDIA
& APCAR LINES**

(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

| S.S. | Leave Hongkong about | Due Marseilles about | Due London about |
|-------------|-----------------------------|----------------------------|---------------------------|
| NAGOYA MARU | 10th September 23rd October | 13th October 25th November | 24th October 4th December |

BOMBAY via STRAITS & COLOMBO.

| S.S. | Leaves Hongkong about | due Bombay about |
|--------|-----------------------|------------------|
| DUNERA | 7th Sept. | 26th Sept. |

FOR CALCUTTA via STRAITS and RANGOON.

| ARRATOON APCAR | 2nd Sept. | Due Calcutta 25th Sept. |
|----------------|-----------|-------------------------|
|----------------|-----------|-------------------------|

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S. | Leaves Hongkong about |
|--------|-----------------------|
| DUNERA | 7th Sept. |

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by E.I.S.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fan free of charge.
Steamers and Sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNERS

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Please Refer, Freight Bills, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22 Des Vaux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Woo Street, Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

EUSHIMI MARU (Omitting Manila). Friday, 19th September, at 11 a.m.

KATOU MARU (Omitting Keelung). Tuesday, 14th October, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,

Colombo, Suez, Port Said & Marseilles.

KAMO MARU Friday, 6th September, at Noon.

TOKYO MARU Friday, 13th September, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU Wednesday, 24th September, at 11 a.m.

NIERO MARU Wednesday, 22nd October, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,

San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU Wednesday, 3rd September.

EWAH-WU Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU Monday, 15th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Sunday, 21st September, at 11 a.m.

AKI MARU Saturday, 18th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINRYU MARU Tuesday, 2nd September.

SHIZUOKA MARU Wednesday, 3rd September, at 11 a.m.

KAGA MARU Thursday, 18th September, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam). End of September.

TSUYAMA MARU (Marseilles & Liverpool). Thursday, 2nd October.

For further information apply to—

NIPPON YUSEN KAISHA,

S. YASUDA, Manager.

TELEPHONE Nos. 292 & 293.

KNOW RECONSTRUCTED.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 300 feet long.

Treas. Office: 48, CONNAUGHT ROAD, Central, Hongkong. Telephone No. 499.

Shipped: Shun-Sui-Po, Kowloon, Hongkong. Telephone No. 4.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

THE KWONG HIP LUNG CO., LTD.

NOW RECONSTRUCTED.

MANUFACTURERS OF

STEEL, IRON, BRASS, COPPER,

TIN, LEAD, ALUMINUM,

COTTON, SILK, COTTON,

COTTON, COTTON,

IRELAND AND DOMINION HOME RULE.

THE PLUNKETT SCHEME.

SIXTH FEIN OPPOSITION.

It is still too early to write with authority of Ireland's reception of Sir Horace Plunkett's proposal for Dominion Home Rule. It has been a subject of lively correspondence in the Dublin papers since its publication but most of the correspondents seem to belong to that unfortunate class who, over a wide range of subjects, habitually try to communicate their views to the editor and his public, and one cannot say that the true mind of Ireland has yet received it.

If it fails, there would be room for despair. Most of these correspondents, with the bias of their creed, fall back heavily against an act of construction and Sir Horace Plunkett is torn limb from limb. On the other hand, the Irish Dominion League is apparently satisfied with its rate of progress. It has received many assurances of support during the week, including a few from Ulster Unionists of substance. But one fancies that on examination all these fancies will be found to be men who have long been suspected of Liberal sympathies, who therefore have long censured to represent the normal type of Ulster Unionist.

It is the same just now with the general run of the Southern Unionists. One cannot yet recruit in favour of the new evangel any Dublin converts. Captain Stephen Gwynne, so far as he is and his executive can speak, have brought in the Centre Party as a welcome but not very powerful reinforcement, and the Centre Party members, General Gough, once the hero of the Carson army, and old misunderstood figure in the Curragh incident. It seems to mean the fusion of the Centre Party with the Dominion League, just as I have said, the Centre Party is not a very considerable accession.

THE CONVENTION MEMBERS.

The Irish Convention has no great authority in Ireland as it is today, but the purity of its signatures to the Plunkett manifesto is noticeable. So far the only members of the Convention who have given their names are the chairman himself and Captain Gwynne. But this should soon be corrected. Political usage, which exacts heavy tithes in Ireland, may possibly have moved another stage forward a few of the twenty Nationalists, then described as extreme, who signed the minority report of the Convention. The minority insisted on full fiscal autonomy, which is still the characteristic mark of Dominion Home Rule, and I believe that most of them will give a ready adherence to what is in fact their own scheme.

The general body of the 28 members of the Nationalist majority who yielded the control of the Customs only for the sake of concluding the Southern Unionists may be expected to do the same, and in the course of a few days Sir Horace Plunkett should be able to record something approaching unanimity among the Nationalist members of the old Convention. But the obstacles in his path will be still nearly as formidable.

Sixth Fein, which boycotted the Convention, is making a dead set campaign against the dominion idea. Mr. De Valera, in language "which perhaps does not quite best fit his assumed position as the head of a sovereign State, has telegraphed to Mr. Arthur Griffiths, "I am sure that there is no danger that the Irish people will start into a trot after the new Plunkett carom. This current dodge is perhaps unknown to the American people, but it will be explained." And in the same strain Mr. Griffiths, Sinn Fein's vice-president, has telegraphed to President De Valera at the Waldorf Astoria, "Plunkett's latest attempt to sidetrack Irish national demand is dead in its tracks."

All the artillery of Sinn Fein is playing on this idea, and one supposes it is recording some direct hits. Sinn Fein is an inchoate force. It embodies very wild men and very mild men, and nobody in Ireland has yet sized up to his own or anybody else's satisfaction its average of sinewy.

IRISH ASPIRATIONS.

The new wave of nationality has undoubtedly strengthened Irish aspirations. There are many who do not see why Ireland should not host its flag as proudly as Poland or Czechoslovakia. Most of these are helped by a lifelong hatred of England, but a few have more benevolent motives. I met one of the minority, a substantial Dublin merchant, with many profitable commercial relations with the other side, who admitted a genuine liking for the English people, and who argued for an Irish independent republic on the ground that it would really establish unity between the two peoples. But these, whether unimpaired by hatred or love, are believed to be in a minority among Sinn Fein.

There is a much larger class who, with the instinct of the bargainer-driver, an instinct inherent in the Irish nature, subscribe to the maximum demand with a full mind to a maximum discount. One genuinely believes that there are others who even dread the idea of a republic with Ireland's isolation as a fifth-rate Power at enmity with a neighbour.

BELFAST SHIPYARDS' OUTPUT.

SIX MONTHS' RECORD.

STANDARD SETPS PREDOMINATE.

LORD INCHCAPE ON FIGHTING FOREIGN COMPETITION.

A very substantial amount of tonnage was turned out during the past six months from the Belfast yards, which are still mainly engaged in the production of vessels originally ordered by the Shipping Controller, and purchased subsequent to the armistice by private firms. During the half-year thirteen ships, with an aggregate tonnage of 93,000 tons, were launched in the Lagan, Harland and Wolff being responsible for seven of the vessels and Messrs. Workman Clark and Co. for six. With the exception of the "Bobby Blue," "Yorkshire" and the Commonwealth and Dominion liner "Curdine," all the ships were standard vessels of the "B," "G," and "N" types, of which a considerable number are still on the stocks. This fact accounts for the comparatively small size of the vessels, only one of which exceeds 10,000 tons, whereas in previous times the average of the Queen's Island-built vessels was 15,000 tons.

When the demand for handy cargo boats to meet the present conditions ends both local firms will revert to the class of tonnage in which they specialised before the war. The number of orders on the books is very considerable, and now that Harland and Wolff's East Yard is partially under way, two vessels being already under construction there, the output for the port in the next few years should be very large. During the past few months a large amount of labour, which otherwise would have been devoted to new construction work, has been employed on reconditioning work, of which there are nearly 120,000 tons in the port, all of which was originally built in Belfast either at the Queen's Island or Messrs. Workman Clark. This work consists in the restoration of merchant ships which were employed during the war as auxiliary cruisers, hospital ships, etc., to their original condition, and the vessels in hand for this purpose include the Royal Mail boat "Andes," "Astor," "Alphonse," and "Ebro," the Pacific Steam Navigation Co.'s "Orbita," the Union-Castle liner "Edinburgh Castle," the Orient liner "Orvieto," the "Enderby" liner "City of London," and the Belfast Steamship Co.'s "Magic."

DOCKYARD WAGES.

DEMAND FOR RATES PAID BY PRIVATE FIRMS.

The various trades unions of workers in the Royal Dockyards are combining in a demand that they shall receive the same rate of pay as is given by private firms for the same class of work. The Admiralty base rate, writes the Secretary of the Chatham District Committee of the Amalgamated Society of Engineers, is 30s. per week, whereas private firms pay rates ranging from 48s. 6d. to 48s., according to district.

The whole of the trade unions of the various Dockyard districts have asked their respective executives for permission to take a ballot vote for or against a strike should the Government's offer be unsatisfactory. A mutual ballot-paper has been agreed to, and the results of all districts and all unions will be posted.

PENSIONS INCREASED.

As a result of the efforts that have been made by the retired established men from the Royal Dockyards for an increase in the reparation allowance owing to the heavier cost of living, a letter has been received from Dr. Muromoto, Parliamentary and Financial Secretary to the Admiralty.

Dr. Muromoto states that "an arrangement has been made under which the emoluments on which the calculations of the amount of the pensions to trade are increased, in the case of employees who are in receipt of war increases at the time of their retirement by 25 per cent, in the case of those whose pensionable emoluments do not exceed £800 per annum, and by 20 per cent, in other cases, provided that the amount of augmentation does not exceed the amount of the war increases, and with a minimum addition to the emoluments of £25 per annum. Under this arrangement, some increase in the pensions of employees retired after March 1, 1915, will be effected."

sufficiently strong to strangle her at any hour. These latter clauses have not spoken yet. If and when Sir Horace Plunkett's proposal receives the authority of the British Prime Minister they will become articulate. They will aid it. The same authority will probably bring in many of the Southern Unionists, who have a genuine love for their own country, and who in the present tumult recognise peace as the only alternative to exile.

Ulster still remains, but with a sufficient degree of earnestness on the part of the Government one does not despair even of Ulster.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

LORD INCHCAPE ON FIGHTING FOREIGN COMPETITION.

Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.E. (chairman), presided on July 3, over an extraordinary general meeting of the above-named company for the purpose of passing and confirming special resolutions for the alteration of the regulations of the company by inserting in them a new regulation designed to enable the company to capitalise all or any part of its undivided profits by issuing to the shareholders entitled thereto against the amount so capitalised fully paid stock of the company at present unissued and also to enable the company to pay dividends in specie by distributing stock or other specific assets in satisfaction of the amount desired to be distributed.

Lord Inchcape said:—The resolutions which have been drawn up by our legal advisers, and copies of which are in your hands, may appear somewhat verbose and complicated to the lay mind, but we are advised that the wording is necessary for compliance with the law. Briefly they mean that we shall be enabled to issue to our deferred stockholders stock instead of cash by way of dividend or bonus, thereby allowing us to retain our cash resources for building ships and developing our business and further that we may distribute some of the securities which we hold, instead of paying our dividend and bonus in cash. The resolution, if adopted, will give the company the powers held by most companies, and it is desirable that we should be freed from the disability under which we now stand in the terms of our regulations. The directors naturally have not decided whether to suggest to the stockholders to avail of the proposed powers, or on the method by which they may recommend the company to exercise them, should they decide to ask the stockholders to avail of them. It would not be wise to count our chickens before they are hatched. In any recommendation, however, which the board may make, the interests of the company will be the first consideration. After this meeting it will be necessary to get the separate consent of the preferred stockholders to our proposal, and when the meeting is over, if the resolution is adopted by the company as a whole, a meeting of the preferred stockholders will be immediately held, at which the resolution, if adopted now, will be submitted to them for their acceptance. After that meeting, if the resolution is passed, a meeting of the deferred stockholders will be held at which the resolution will no doubt be adopted. If the resolution is carried, a confirmatory meeting of the company as a whole will be held on the 18th of this month, as required by the regulations, and a notice has already been circulated. It is a mistake as a rule to meet difficulties halfway, or to anticipate them. I am satisfied no difficulties will be raised in the way of our proposals; but it may be convenient, and at the same time courteous to the preferred stockholders if I make a reference to their position in connection with the proposals we are submitting for their adoption. One or two preferred stockholders have asked how they are to benefit by agreeing to the resolution. They say, where do we come in? My reply is that they will benefit by their security ranking as it does for a cumulative 5 per cent, dividend before the deferred stock gets anything, if the latter stock is increased in amount, giving a greater earning power on which they have the first call, and this of course is self-evident. If the preferred stockholders were to throw out the resolution it would fall to the ground, and we should be where we are now, but I feel perfectly confident that they will not adopt an attitude which would be detrimental not only to themselves but to the company as a whole. It is of the utmost importance to our great undertaking that we should be free to build up our cash resources so as to make ourselves strong in view of the future that is before us. We are face to face with foreign competitors who have made enormous profits during the war, their ships having been free while ours have been under requisition, at practically pre-war rates. These foreign companies have enormous accumulations which they will be able to invest in new and up-to-date ships, even at to-day's extravagant prices, and if we are to hold our own it may be necessary to ask the deferred stockholders to allow us to retain some of their dividends or bonus and to take deferred stock instead. We are not without reserves. The P. and O. Company has been financed on a conservative basis, and it may be that the time will come when it will be fair to the deferred stockholders to capitalise some of our reserves by giving them stock. This would be more in the company's interests than distributing funds, and so long as the stockholders have confidence in the board, no doubt the issue of stock on favourable terms would be acceptable. I merely, however, mention what is in our minds without in any way committing ourselves.

A stockholder asked what were the rights of the preferred stockholders referred to under the charter. The Chairman replied that the charter provided that if any fresh

ALLAN LINER COLLIDES WITH ICEBERG.

CAPTAIN'S ACTION PREVENTS DISASTER.

The Allan liner "Grampian," Montreal for Liverpool collided with an iceberg off Cape Race July 19 and returned to St. John's for repairs. Two persons were killed and two injured on board.

The liner, which had her bows stove in by the collision, was carrying 750 passengers and a crew of 350. The killed and injured member of the crew of the "Grampian" were asleep in the bow of the ship when she was struck. Practically all the passengers, among whom were 500 women and children, were awake at the time of the collision. There was no panic.

It is believed that the quick decision of the captain to change his course caused the vessel to hit the iceberg head on instead of receiving a glancing blow, and thus saved the "Grampian" from the fate of the "Titanic."

The iceberg was encountered six miles north-east of Cape Race, early in the evening.

A MISGUIDED GAME.

Sir Douglas Haig has been reported as having discovered a tendency to belittle Great Britain's efforts in the war. We are not sure where he has found the malady, for there are few signs of it in this country. For our own part we should have thought that the one point upon which all Englishmen were agreed was that the British Empire had certainly won its weight during the struggle—if anything, had done rather more than that, having regard to our pre-war commitments.

But it will be a very disastrous thing for the future amity of the nations if it becomes fashionable to embellish our belief by denying that our allies took their fair share of the burden. For that reason it seems a profound pity that one who commands as much attention as Sir Douglas Haig should have gone out of his way, as apparently he did at Newcastle, to suggest that Italy had not done "a very great deal" during the war. It would not be very difficult to produce facts that would moderate this opinion whenever it may be held. Deaths amounting to 467,934 do not

justify a policy of "ca' canny" as applied to warfare, nor do the figures of the Italian captures in guns and prisoners on the eve of the Armistice. There is another line of thought that might profitably be taken.

Deaths amounting to 467,934 do not

justify a policy of "ca' canny" as applied to warfare, nor do the figures of the Italian captures in guns and prisoners on the eve of the Armistice. There is another line of

thought that might profitably be taken.

Mr. Shortt (Home Secretary), inter-

polating, said a considerable number

of aliens had been repatriated, and

Mr. Justice Sankey's Committee were

considering cases which had hitherto

been exempted.

If effect was not going to be given

to his promises, the Prime Minister

should resign. The country was

sick and tired of government by

Orders in Council which might be

satisfactory in times of war, but had

not the backing of Parliament, and

could not be justified in times of

peace.

Mr. Shortt (Home Secretary), inter-

polating, said a considerable number

of aliens had been repatriated, and

Mr. Justice Sankey's Committee were

considering cases which had hitherto

been exempted.

If effect was not going to be given

to his promises, the Prime Minister

should resign. The country was

sick and tired of government by

Orders in Council which might be

satisfactory in times of war, but had

not the backing of Parliament, and

could not be justified in times of

peace.

Mr. Shortt (Home Secretary), inter-

polating, said a considerable number

of aliens had been repatriated, and

Mr. Justice Sankey's Committee were

considering cases which had hitherto

been exempted.

If effect was not going to be given

to his promises, the Prime Minister

should resign. The country was

sick and tired of government by

Orders in Council which might be

satisfactory in times of war, but had

not the backing of Parliament, and

could not be justified in times of

peace.

Mr. Shortt (Home Secretary), inter-

polating, said a considerable number

of aliens had been repatriated, and

Mr. Justice Sankey's Committee were

considering cases which had hitherto

been exempted.

If effect was not going to be given

to his promises, the Prime Minister

should resign. The country was

sick and tired of government by

Orders in Council which might be

satisfactory in times of war, but had

not the backing of Parliament, and

could not be justified in times of

peace.

Mr. Shortt (Home Secretary), inter-

PEACE POSTAGE STAMPS.

The signing of the Peace Terms brings an end to the prolific issue of war stamps which will, in years to come, serve to perpetuate in the minds of stamp collectors the memory of the grim struggle of "Right over Might." As souvenirs of the European upheaval the uninitiated even may read in these "scraps of paper" of outstanding events, such, for example, as the capture of the German colonies, the wonderful work carried on by the Red Cross Societies and, above all, realise the unity of the Empire. When frontiers and forms of government are permanently fixed the "Armistice stamp" will of course, give way to general issues. Meanwhile, "Peace stamps" will be the novelties for the collector's attention. Several of the Allied and neutral Governments have already been preparing for the issue of such philatelic franking, to commemorate the advent of Peace.

Anticipating the proclamation of Peace, the Swiss Postal authorities decided some three years ago to hold an open competition, and offered two prizes for the best designs of a Peace stamp. The first prize was given for a design representing the light of Peace shining upon the figure of a dying gladiator; whilst a design showing the Angel of Peace returning to the war stricken world received the second award. These designs have not yet been published. A resolution has just been presented to the French Chamber of Deputies requesting the issue of a series of postage stamps to commemorate the principal events of the war, but as yet there is no sign of a similar movement in England.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Ubenberlein's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels, more than natural and then eat or drink to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale By All Chemists and Storeshops.



HONGKONG STOCK EXCHANGE.

HONGKONG, 28th AUGUST, 1919.
OFFICIAL QUOTATIONS.

| | 11 A.M. |
|-------------------------------------|---------------------|
| SAMES. | Hongkong Bank |
| Canton Ins. | 8675 b. |
| North China Ins. | 1,250 b. |
| Union Ins. | 836 b. |
| Yangtze Ins. | 820 b. |
| For Easterns | 1,35 b. |
| Fire Insurance. | |
| China Fire Ins. | 813 b. |
| Hongkong Fire Ins. | 810 b. |
| SHIPPING. | |
| Douglas | 896 b. |
| H.K. Steamboats | 894 b. |
| Indo-China (Prel.) | 851 b. |
| Do. (Det.) | 1,093 b. |
| Shell Transports | 179 b. |
| Star Ferries | 834 b. |
| RAILWAYS. | |
| China Sugars | 878 b. |
| Makabon Sugars | 846 b. |
| Mines. | |
| Kalan Mining Arms | 607 b. |
| Lanark | 1,154 b. |
| Shanghai Loans | |
| Shanghai Expositions | 810 b. |
| Raids | 448 b. |
| Tungchow Mills | 476 b. |
| U.S.A. Carpets | 1,120 b. |
| Docks & Wharves, Gobwana, etc. | 1,121 b. |
| H.K. Wharves | 1,118 b. |
| Shai Docks | 1,118 b. |
| New Engineering | 1,253 b. |
| LARGE HORSES & BUMPS. | |
| Central Estates | 1,109 b. |
| Hongkong Hotels | 1,124 b. |
| Humphreys | 852 b. |
| Rowland Lands | 846 b. |
| Land Reclamation | 1,175 b. |
| West Points | 894 b. |
| Cotton Mills. | |
| Ewo Cottons | 1,310 b. |
| Locu Yik | 874 b. |
| Locu Kung Mows | 1,291 b. |
| Orientals | 1,112 b. |
| Shanghai Cottons | 1,115 b. |
| Yangtzeopon | 1,154 b. |
| MISCELLANEOUS. | |
| Cements | 861 b. |
| China-Bornos | 1,129 b. |
| China Lights "Old 86" & No. 24 b. | |
| China-Providents | 861 b. |
| Dairy Farms | 853 b. |
| H.K. Electric | 834 b. |
| Macao Do. | 835 b. |
| Hongkong Ropes | 1,011 b. |
| Port Tramways (Old) | 871 b. |
| Post Office (New) | 860 b. |
| Steam Landries | 821 b. |
| H.K. Steel Foundry | 816 b. |
| Water-boats | 847 b. |
| Watsons | 812 b. |
| Powells | 839 b. |
| Wiseman | 839 b. |

MUMEYA.
Japanese Photographers.
All kinds of Photographic Work done
in latest style also Passport Photos.
Developing and Printing for
Amateurs & Specialty.

No. 84, Queen's Road Central.
Tel. 254.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER
No. 32, Wyndham St.



Pennsylvania VACUUM CUP 6000 MILE CORD TIRES

"Know Them by the Jet Black Tread."

PENNSYLVANIA Vacuum Cup Cord Tires are introduced to tire buyers and the trade as representative of the high ideals and quality standards governing their production. Though they have been manufactured for more than a year, public announcement was deferred until they had reached that high degree of perfection and had met the many rigid service tests all new Pennsylvania products must respond to before they are put upon the market.

Pennsylvania Vacuum Cup Cord Tires are constructed of the highest quality material, under the most careful, constant inspection.

SPECIAL PRICES.

FOR MONTH OF AUGUST ONLY, ON SIZES AVAILABLE FROM STOCK IN HONGKONG.

| | Price Each. |
|----------------|-------------|
| 30" x 3" | ... 100 |
| 31" x 4" | ... 100 |
| 32" x 3" | ... 100 |
| 33" x 4" | ... 100 |
| Straight Side. | ... 100 |
| 32" x 3" | ... 100 |
| 33" x 4" | ... 100 |

Low discount—2 days 5%, 30 days Net.

Makers also of Pennsylvania Auto Tubes "Ten Tested."

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

GERIN, DREVARD & CO.

Telephone 114.

Sole Agents in South China.

BANKS.

ASIA BANKING CORPORATION
HONGKONG.

Head Office—New York City

OTHER BRANCH OFFICES
Shanghai - Peking - Tientsin - Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organized especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in any part of the World.

Travelers Checks and Credits.

EXCHANGE.

Hongkong, August 28, 1919.

On London—

Bank, Wire

On demand

30 days' sight

4 months' sight

Credit 4 months' sight

Documentary, 4 months' sight

On Paris—

On demand

Credit 4 months' sight

On New York—

On demand

Credit 30 days' sight

On Hongkong—

On demand

Credit 30 days' sight

On Bombay—

On demand

Credit 30 days' sight

On Calcutta—

On demand

Credit 30 days' sight

On Singapore—

On demand

Credit 30 days' sight

On Manila—

On demand

Credit 30 days' sight

On Shanghai—

On demand

Credit 30 days' sight

On Yokohama—

On demand

Credit 30 days' sight

On London—

On demand

Credit 30 days' sight

On Hongkong—

On demand

Credit 30 days' sight

On Bombay—

On demand

Credit 30 days' sight

On Calcutta—

On demand

Credit 30 days' sight

On Singapore—

On demand

Credit 30 days' sight

On Manila—

On demand

Credit 30 days' sight

On Shanghai—

On demand

Credit 30 days' sight

On Yokohama—

On demand

Credit 30 days' sight

On London—

On demand

Credit 30 days' sight

On Hongkong—

On demand

Credit 30 days' sight

On Bombay—

On demand

Credit 30 days' sight

On Calcutta—

On demand

Credit 30 days' sight

On Singapore—

On demand

Credit 30 days' sight

On Manila—

On demand

Credit 30 days' sight

On Shanghai—

On demand

Credit 30 days' sight

On Yokohama—

On demand

Credit 30 days' sight

On London—

On demand

Credit 30 days' sight

On Hongkong—

On demand

Credit 30 days' sight

On Bombay—

On demand

Credit 30 days' sight

On Calcutta—

On demand

Credit 30 days' sight

On Singapore—

On demand

Credit 30 days' sight

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

AUGUST 28th, 1919.

Butcher Meat.

| | Cts. |
|--|--------------|
| Beef Shloin.—Mei Lung Pa | 20 |
| Prime Cb. | 20 |
| " Corned.—Nan Nien Yuk | 22 |
| " Ribs.—2nd | 21 |
| " Breast.—Nan Nien | 20 |
| " Soup.—Tong Luk | 18 |
| " Steak.—Nan Yuk Pa | 22 |
| " Steak Sirloin.—Nan Guan Lu | 30 |
| " Sausages.—Nan Cheung | 16 |
| Bullock's Brain.—Nan No per set | 10 |
| " Tongue, fresh.—Nan Li each | 50 |
| " Tongue, corned.—Nan Li each | 50 |
| " Head.—Nan Thiu | each 1.00 |
| " Heart.—Nan Sam | lb. 14 |
| " Hump, Salt.—Nan Kin | 20 |
| " Feet.—Nan Kuk | each 10 |
| " Kidneys.—Nan Yin | 10 |
| " Tail.—Nan Med | 20 |
| " Liver.—Nan Kon | lb. 10 |
| " Tripe (undressed).—Nan Toob | 5 |
| Calves' Head and Feet.—Nan-tai-tan-kuk | set 1.10 |
| Mutton Chop.—Young Pei Kwai | lb. 30 |
| " Leg.—Young Pei | 30 |
| " Shoulder.—Young Shan | 25 |
| " Saddle.—Young On Yik | 30 |
| Pig's Chitterlings.—Chu Chong | 27 |
| " Brains.—Chu No | per set 2 |
| " Feet.—Chu Kek | lb. 15 |
| " Fry.—Chu Chap | 15 |
| " Head.—Chu Tan | 15 |
| " Heart.—Chu Sam | each 10 |
| " Kidneys.—Chu Yin | each 10 |
| " Liver.—Chu Kon | lb. 30 |
| Pork Chop.—Chu Fai Kwai | 23 |
| " Leg.—Chu Pei | 32 |
| " Loin.—Chu Hui Tan | 20 |
| " Fat or Lard.—Chu Yau | 23 |
| Sheep's Head and Feet.—Young Tau-Kuk | set 60 |
| " Heart.—Young Sam | each 8 |
| " Kidneys.—Young Yin | each 12 |
| " Liver.—Young Kon | lb. 30 |
| Steak Pipe, to order.—Chu Tai | 25 |
| Suet, Beef.—Shang Ngan Yin | 20 |
| Mutton.—Shang Young Yin | 20 |
| Veal.—Yan Tai Yik | 20 |
| " Sausages.—Nan Tai Cheung | No. 1 lb. 20 |

FISH.

| | Cts. |
|--|------|
| Barbel.—Ka Ya | 18 |
| Bream.—In Yu | 25 |
| Canton Fresh Water Fish.—Ho Siu Ya | 22 |
| Carp.—Li Yu | 24 |
| Datish.—Chik Yu | 15 |
| Codfish.—Mou Yu | 22 |
| Crabs.—Hai | 30 |
| Cuttle Fish.—Mok Yu | 18 |
| Dab.—Sha Ming Yu | 18 |
| Dace.—Wong Mei Lap | 16 |
| Eels.—Conger.—Hoi Man | 20 |
| Frog.—Tin Kai | 10 |
| Garopus.—Shek Pan | 15 |
| Godron.—Pak Kap Ya | 18 |
| Herring.—Tao Fa | 26 |
| Hallibut.—Cheung Wan | 22 |
| Kabrus.—Wong Fa Yu | 24 |
| Lesh.—Wu Yu | 35 |
| Lobster.—Lang Ha | 50 |
| Monk Fish.—Mong Yu | 38 |
| Mullet.—Tai Yu | 22 |
| Oysters.—Shang Ho | 30 |
| Parrot Fish.—Kai Kung Yu | 18 |
| Pike.—Ya Pau Fung | 24 |
| Plaice.—Fan Yu | 16 |
| Pomfret.—Black | 18 |
| Pomfret.—White | 18 |
| Prawns.—Ming Ha | 45 |
| Ray.—Pai Fa | 20 |
| Roe Fish.—Silek Kai Kang | 20 |
| Roach.—Chun | 20 |
| Salmon.—Ma Yu | 45 |
| Shark.—Sha Yu | 12 |
| Skate.—Po Yu | 12 |
| Shrimps.—Ha | 25 |
| Snapper.—Lap Yu | 45 |
| Sole.—Tat She Yu | 45 |
| Tench.—Wu Yu | 22 |
| Turbot.—Toi Han Yu | 20 |
| Turtles, small, fresh water.—Lily root.—Lin Ngan | 8 |
| Kenk Yu | 75 |

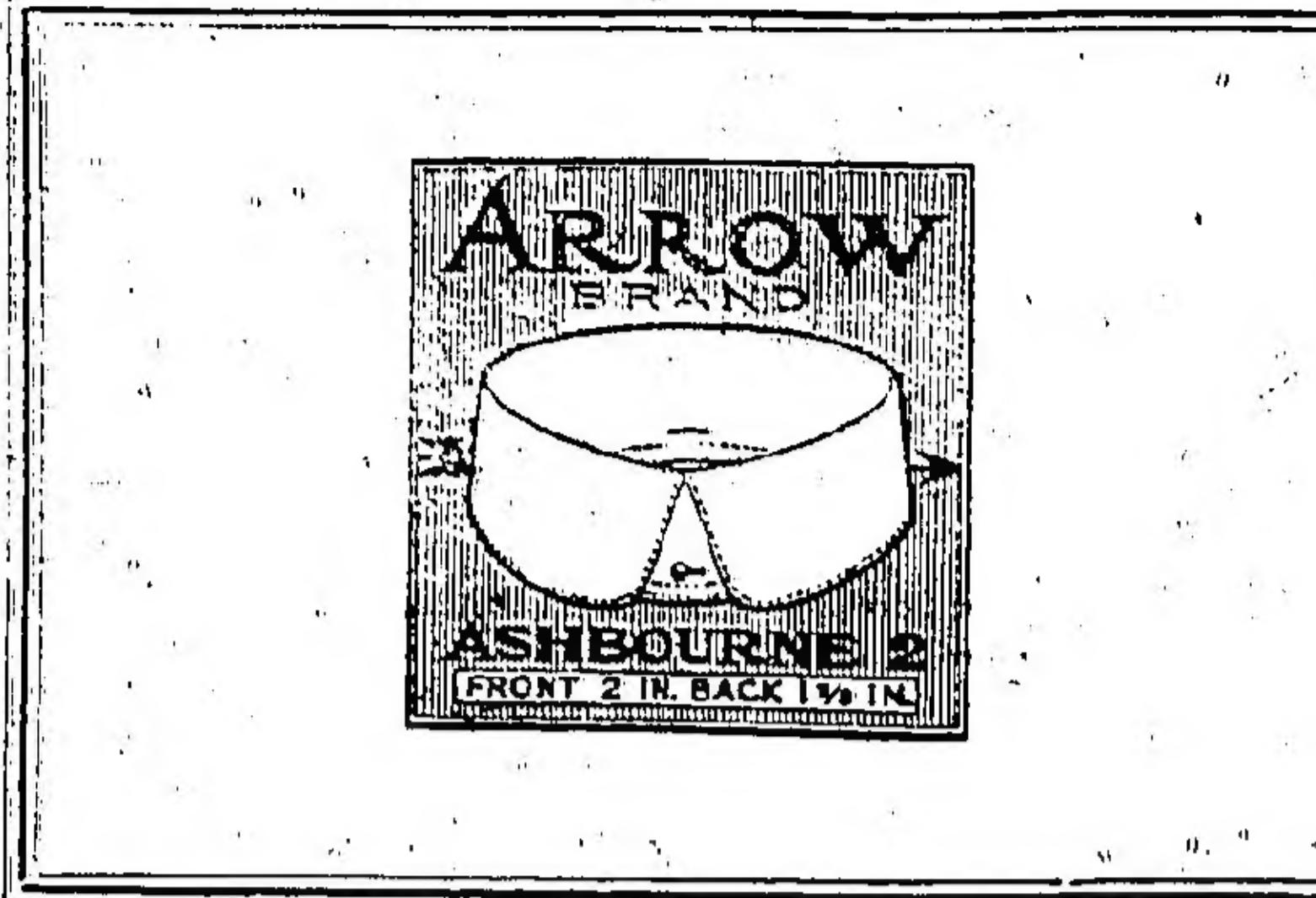
MOVEMENTS OF STEAMERS.

| | ARRIVALS. |
|-------------------|--|
| | August 23. |
| NAM KAM, Chi. | 463 tons, from Fukien, Capt. Thicknell, Wu Fat, C17. |
| WANGSE, Brit. | 1,238 tons, from Canton, Capt. W. McDonald, B. & S., C44. |
| KASHING, Brit. | 1,143 tons, from Canton, Capt. Blackburn, B. & S., C48. |
| TAISIUNG, Chi. | 1,216 tons, from Shanghai, Capt. Western, U.S.M.S. Co., Wharf. |
| | CLEARANCES. |
| | August 23. |
| TEIGONIA, Dutch | 7 a.m., for Balik Papan, A.P.C. |
| KWAISIANG, Brit. | 7 a.m., for Kobe, J.M. & Co. |
| SHINNO MARU, Jap. | 6 a.m., for Keelung, O.S.K. |
| SUSHU MARU, Jap. | 2 p.m., for Takuwa via Swatow, O.S.K. |
| BUICHOON, Brit. | 9 a.m., for Tientsin via Weihsien, B. & S. |
| PORTHOS, French | 4 p.m., for Yokohama via Shanghai, M.M. & Co. |
| QUINNEBAGG, Amer. | 1 p.m., for Amoy via Swatow, D.L. & Co. |

| | FOR A WEAK STOMACH. |
|--|---|
| A | As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets for sale by All Chemists and Storeskeepers. |
| The T.K.K. as Anjo Maru sailed from Moi August 25 and is due at this Port on the morning of August 20. | The C.M.S.C. as China sailed from Yokohama for Hongkong on August 25 and may be expected to arrive in Hongkong on September 3 in accordance with schedule. |
| The T.I.K.K. as Korea Maru arrived at Yokohama 19th August and will sail 22nd August, being due at this Port September 4. | The American & Manchurian Line as City of Monroe left New York on 11th July last and may be expected to arrive at Hongkong about the 1st September. |
| The American & Manchurian Line as s.s. Edmors (Seattle Life) sailed from Seattle July 18 and is due at Hongkong about August 25 via Yokohama and Kobe. | The American & Manchurian Line as City of Monroe left New York on 11th July last and may be expected to arrive at Hongkong about the 1st September. |

THE CHINA MAIL.

NOTICES.



POST OFFICE.

Telegraphic communication with Waglan Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abdan, Abwas or Mohammor in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unina, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bardia, Frithsea, French Somal Coast, Italian Somaliland, Portugal, East Africa, Zanzibar and Russia have been suspended.

Registered and parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 9 p.m. on the previous day.

In the case of Mails closing before 9 a.m. registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

FRIDAY, August 29.
U.S.A., Canada and Japan—Per EMPRESS OF RUSSIA.

Shanghai—Per SUIYANG.

SATURDAY, August 30.
Japan—Per ANTO MARU.SUNDAY, August 31.
Shanghai—Per CHENAN.

Europe via Suez—Per HONGHWA.

Europe via BATAVIA.

MONDAY, September 1.
Bombay—Per SHINYA MARU.

OUTWARD MAILS.

FRIDAY, August 29.

Port Bayard, Hoiboo and Haiphong—Per SONGMIA 9 a.m.

Formosa via Keelung, Shanghai, North China and San Francisco—Per WEST CONOP 11 a.m.

Japan via Nagasaki—Per BENAYON.

11 a.m.

Cape KASHING, 1 p.m.

Shanghai, North China and Japan via Yokohama—Per TULATANG.

1 p.m.

PHILIPPINES AND SANDAKAN, Australia—Per NEW ZEALAND, Thurday Island—Per TAYXUAN. Registration 1.45 p.m. Letters 1.30 p.m.

Straitz Bangkok and Calcutta—Per FOOKSANG 3 p.m.

Philippines Islands—Per YUENSANG.

Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLE—PER ANDRE LEON.

Registration 1.45 p.m. Letters 2.30 p.m.

SATURDAY, August 30.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLE—PER ANDRE LEON.

Registration 1.45 p.m. Letters 2.30 p.m.

FRIDAY, August 29.

Port Bayard, Hoiboo and Haiphong—Per SONGMIA 9 a.m.

Formosa via Keelung—Per AMAKUSA.

Swatow, Amoy and Foochow—Per HAITAN, 9 a.m.

Shanghai and North China—Per SUTIYANG 9 a.m.

MONDAY, September 1.

Hoihow, Faloh and Haiphong—Per KAIFONG, 9 a.m.

Philippines Islands, Formosa via Keelung, Japan via Moji, Canada, United States, Central America and South America and EUROPE via SUTIYANG—Per CANADA MARU. Registration 11.45 a.m. Letters 12.30 p.m.

TUESDAY, September 2.

Swatow and Bangkok—Per LIANGCHOW, 10 a.m.

Shanghai and North China—Per CHENAN, 10 a.m.

WEDNESDAY, September 3.

Sandakan, Australia and New Zealand via Thursday Island—Per EASTERN. Registration 9.45 a.m. Letters 10.30 a.m.

FRIDAY, September 5.

Swatow, Amoy and Foochow—Per HALONG, Noon.

THURSDAY, AUGUST 28, 1919.

ENTERTAINMENTS.

THE CORONET

Tel. No. 1743.

"HEARTS OF THE WORLD."

SPECIAL MUSIC. AUGMENTED ORCHESTRA.

Prices: \$2 and \$1. Booking at MOUTIE'S.

Children Half Price to MATINEES.

HONGKONG THEATRE.

Tel. 8511.

Tel. 2511.

TO-NIGHT!

SHOWING—DRAMA 5 PARTS.

"ACROSS THE PACIFIC"

and Various Comics.

7.15 p.m. See Final Episodes:

"THE BULL'S EYE"

SATURDAY 30th. SEE THE GREAT VICTORY PICTURE OF AMERICA AND HER ALLIES—

"UNDER FOUR FLAGS"

Booking at THEATRE.

THE VICTORIA THEATRE.

TO-NIGHT'S PROGRAMME.

PATHE'S PEERLESS SERIAL STAR.

PEARL WHITE